

PLEASANT
VALLEY



CITY OF
GRESHAM
OREGON



PLEASANT VALLEY TSP REFINEMENT

PUBLIC INVOLVEMENT PLAN

CONTENTS

Project Overview..... 3

Public Involvement Purpose and Goals 4

Identifying Stakeholders: Who’s Involved? 4

Decision-Making Structure..... 5

Key Messages to Communicate 7

Project Timeline 10

Public Involvement Schedule Overview 10

Public Involvement Tools 11

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INTRODUCTION

This Public Involvement Plan will guide stakeholder and public involvement during the City of Gresham Pleasant Valley Transportation System Plan (TSP) Refinement Process. The Plan describes fundamental objectives and activities that the City of Gresham, the consultant team, and other agency staff will implement in order to ensure that interested parties have adequate opportunities to provide meaningful input to the process.

PROJECT OVERVIEW

The City of Gresham is reviewing the 2005 Pleasant Valley Transportation System Plan (TSP) with primary focus on determining how the system can function adequately in the future in terms of relieving congestion and improving north-south connections. The project will develop and analyze alternatives for transportation facilities in the Pleasant Valley Plan with primary focus on alternatives to adding any new necessary capacity, including a potential extension of 174th Ave. to connect the area between Foster Rd. and Powell Blvd. Alternatives will consider future multimodal traffic demands and whether a proposed 174th Ave. extension is necessary, if the system can operate adequately without this extension, and/or whether traffic could be redistributed on the planned network without the 174th Ave. extension and still function adequately.

A preferred alternative will be incorporated into an updated Pleasant Valley TSP and identify the long-term vision for the area as well as near-term solutions to address community concerns and support growth of the area. In addition, it will identify how improvements can be phased and their costs, right-of-way needs, and impacts.

The City will engage community residents, property owners, and other interested stakeholders throughout the process. The process will include online engagement, public meetings, and a Citizens Advisory Committee (CAC) that meets regularly throughout the project.



PUBLIC INVOLVEMENT PURPOSE AND GOALS

The purpose of the public involvement program is to share information and gather input regarding the needs and issues of Pleasant Valley residents, the public, stakeholders, and interested parties.

The public involvement goals are to:

- Communicate complete, accurate, understandable, and timely information to the public.
- Seek participation of all potentially affected and/or interested individuals, communities, and organizations.
- Provide meaningful public involvement opportunities and demonstrate how input has influenced the process.
- Seek participation of Civil Rights Act of 1964 Title VI/Environmental Justice groups, including disabled, low-income, limited English proficiency, minority or other underserved groups in the project area.
- Ensure that the public involvement process is consistent with applicable state and federal laws and requirements and is sensitive to local policies, goals, and objectives.

IDENTIFYING STAKEHOLDERS: WHO'S INVOLVED?

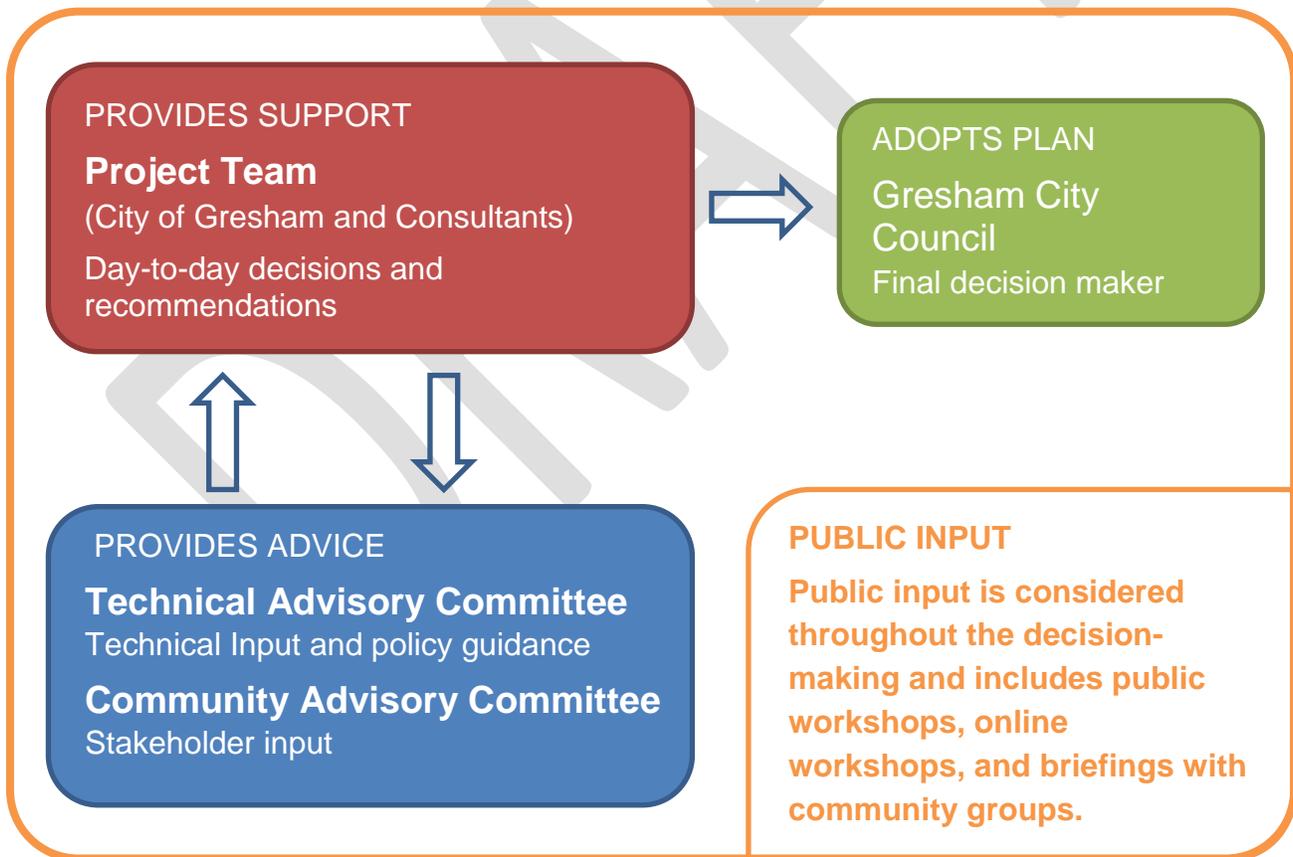
The public and stakeholder involvement efforts seek participation of all potentially affected and/or interested individuals, communities, and organizations. To date, the Pleasant Valley TSP Refinement team has identified a number of stakeholders and types of stakeholder groups to engage in the process. The public involvement process will seek to engage the following potentially affected stakeholder's categories:

1. Neighborhood and residential groups
 - Pleasant Valley residents, as well as nearby residents that travel in the project area (including Gresham, Happy Valley, and Damascus residents)
 - Property owners in vicinity of proposed improvements
 - Pleasant Valley Portland Neighborhood Association
 - Pleasant Valley Gresham Neighborhood Association
 - Gresham Southwest Neighborhood Association
 - Pleasant Valley Elementary School
 - Citizens for a Better Future Group (Damascus)
2. Business and Development
 - Gresham Chamber of Commerce
 - North Clackamas Chamber of Commerce
 - Developers in the Pleasant Valley area (ex: Holt Group)
 - Local farms
 - Large traffic generators, such as Fred Meyer or other commercial centers
3. Transportation and Active Transportation Interests
 - Springwater Corridor interest groups
 - Gresham Bike/Ped Committee
 - Gresham Transportation Subcommittee
4. Environmental Interests
 - Friends of Powell Butte

- Johnson Creek Watershed Council
- 5. Elected officials and agency partners
 - Elected officials
 - Agency staff: Cities of Gresham, Portland, and Happy Valley; and Clackamas and Multnomah counties
- 6. Others
 - Emergency management
 - School district (school bus route)

DECISION-MAKING STRUCTURE

Gresham City Council is the project’s final decision maker and will adopt the TSP refinements following review of the final community and technical staff recommendations. The **Project Team** will make day-to-day decisions and recommendations to the City Council based on technical input and policy guidance from the **Technical Advisory Committee (TAC)** and stakeholder input from the **Community Advisory Committee (CAC)** and the general public. The decision-making structure for the Plan was developed to establish broad-based support for the project. The decision-making structure is shown in the following figure:



Technical Advisory Committee: The TAC is composed of transportation planning staff from the coordinating agencies (City of Gresham, City of Portland, City of Happy Valley, Clackamas County, Multnomah County, Metro, and TriMet) and other staff with environmental and engineering expertise. The TAC provides technical input and review. The TAC will

develop recommendations to the Project Team and the City Council. TAC input will also be provided to CAC members as appropriate to provide guidance on technical constraints of transportation alternatives and evaluation.

Community Advisory Committee: To support development of a credible decision-making process, the Community Advisory Committee (CAC) was formed to provide community-based recommendations. The CAC will develop recommendations to the Project Team and the City Council. All meetings will be open to the public and include a public comment period. The CAC includes a range of neighborhood, environmental, and economic development representatives. Membership includes:

	Name	Organization
1	Paul Grosjean	Chair/President, Portland Pleasant Valley Neighborhood Association
2	Angeline Adler	President, Gresham Pleasant Valley Neighborhood Association
3	Kent Liebelt	Land Use, Gresham Pleasant Valley Neighborhood Association
4	Steve Bennett	Land Use Chair, Southwest Neighborhood Association
5	Karen Hubbard	Happy Valley resident
6	Linda Bauer	East Portland Land Use & Transportation Committee
7	Carol Rulla	Coalition of Gresham Neighborhood Associations
8	Laura Nixon	Principal, Pleasant Valley Elementary
9	David Scharfenberg	Teacher/Bike Advocate, Pleasant Valley Elementary
10	Victor Salinas	Executive Director, East Portland Neighborhood Office
11	Joe Schiewe	Developer, Holt Group
12	TBD	Friends of Jenne Butte
13	Jason Howard	Johnson Creek Watershed Council
14	Daniel Newberry	Executive Director, Johnson Creek Watershed Council
15	TBD	Gresham Transportation Sub-Committee member
16	Centennial School District	Property owner 172 nd /Foster
17	Paul Bieker	Property owner 172 nd /Foster
18	Chuc Tn Nguyen	Property owner 172 nd /Foster

Gresham City Council: Gresham City Council is the project's final decision maker. It will conduct a final review of the recommendations. The City of Gresham has the ultimate authority and responsibility to bring the final TSP refinements through the adoption process. If the final recommendations include recommendations that cross jurisdictional lines, the City of Gresham may enter into an Intergovernmental Agreement (or another type of agreement) to further implementation of the recommendations.

Project Team: The project team is made up of City of Gresham staff and consultants. Kittelson & Associates is the lead consultant and manages the consultant team that consists of JLA Public Involvement, Mason, Bruce & Girard, and Otak, Inc.

KEY MESSAGES TO COMMUNICATE

OVERALL MESSAGE:

This project will develop alternatives for mitigating existing and future projected congestion in the Pleasant Valley area. The end goal is to provide a safe and efficient local system that is integrated with a broader, regional effort to improve travel.

PROJECT NEED: WHY ARE WE LOOKING AT THE STUDY AREA NOW?

- **The Pleasant Valley TSP was adopted in 2005.** Since that time, planning has occurred by Clackamas County, Portland, and Metro. These plans are based on the Pleasant Valley TSP, which includes an extension of Giese Road between SE Foster Road and SE 182nd Avenue. In addition, it includes the downgrading of Foster Road into a local access street (i.e., retain current two-lane configuration), with the potential to disconnect or vacate the street in the confluence area of Kelley Creek. For example, in 2012, Happy Valley and Clackamas County jointly adopted the 172nd Avenue/190th Drive Corridor Management Plan, including a new arterial connection between SE 172nd Avenue and SE 190th Drive (the “172nd-190th Connector”). That plan considered the constraints of Jenne Road and the 174th Extension and the need to provide a more robust connection to SE 190th Avenue to supplement north/south connectivity. The Pleasant Valley TSP (PVTSP) Refinement project is needed to reassess the PVTSP based on the most recent transportation plans for the surrounding areas. It will validate planned projects in the TSP and assesses the need and feasibility of the 174th extension north of Giese Road.
- **Pleasant Valley is growing and developing.** Hundreds of acres are planned for annexation into the City of Gresham. Additionally, Happy Valley is growing to the south, with a number of developments underway. Current and forecasted growth will increase traffic volumes and congestion on roads in Pleasant Valley. It is important to plan for the future now.
- **The intersection of SE Foster Rd and SE 172nd Ave is failing.** Backups at this intersection are a regular occurrence, and safety is a primary concern. We have heard from the community that fixing this intersection is a key priority. This project will look at ways to increase capacity, mobility, and safety at the intersection.
- **Previous transportation and community plans for the Pleasant Valley area did not consider or anticipate the level of growth we are experiencing today.** Moreover, drivers have dealt with congestion at the SE Foster Rd/SE 172nd Ave intersection and corridor heading north for the past decade. Now is the time to take a deeper look at how the transportation system can support the increased growth and solve congestion challenges.

COMMUNITY CONCERNS

Initial interviews with stakeholders helped identify key community issues, concerns and questions about the TSP Refinement process. These include:

- **Congestion is a major concern** in the study area, with travelers coming from many directions that contribute to traffic concerns. Drivers have dealt with congestion for a decade, and the problem is only getting worse.
- Over the past several years, community groups in the Pleasant Valley area have expressed concern about the 174th Extension and its viability due to **topographical constraints and potential impacts to the natural and neighborhood environment**.
- Community members agree that the **172nd Ave/SE Foster Rd intersection** needs to be addressed as soon as possible. The intersection is a major safety issue currently, and addressing the problem is critical.
- This process will need to answer a number of questions, namely: the cost of proposed roads, intended road classifications, potential community and environmental impacts, and alternatives for distribution of traffic to, from, and through the Pleasant Valley area.

COORDINATION BETWEEN AGENCIES AND PLANNING PROCESSES

- **Relation between this TSP refinement and previous planning processes** in the Pleasant Valley area:
 - Metro's Foster Powell Corridor Study in 2003 recommended a proposed road that would provide a new north-south connection ("174th Extension") that extends from Geise northward. The purpose of the 174th Extension is to relieve demand on and/or the need for widening of both Jenne Rd. and Foster Rd. This recommendation was never formally adopted into the Pleasant Valley TSP and recommended for future study. Congestion and traffic concerns have increased since the TSP was adopted, creating a need to revisit transportation planning in the area.
 - The **East Metro Connections Plan** (completed by Metro in 2012) showed there is future need for additional capacity in, to and through the area.
 - Clackamas County developed the **172nd-190th Connector** based on the Pleasant Valley TSP, considering the constraints of Jenne Road and the 174th Extension, and to provide a north-south connection from Clackamas County into Multnomah County to a major corridor. This connection is included in their TSP as well as the Happy Valley TSP.
- Pleasant Valley crosses jurisdictional lines and touches on the cities of Portland, Gresham and Happy Valley; as well as Multnomah and Clackamas Counties. **Interagency coordination will be critical** to the success of the project. The TSP study area is in Gresham's plan area, and thus the City of Gresham has the ultimate authority and responsibility to bring the final transportation concept through the adoption process. If the final transportation concept crosses jurisdictional lines, the City of Gresham may enter into an Intergovernmental Agreement (or another type of agreement) to further implementation of the concept.
- Other planning processes will be considered for their influence on the Pleasant Valley TSP Refinement process, including:
 - City of **Happy Valley integrated land use and transportation plan** for its portion of the Pleasant Valley Concept Plan area (*planning effort expected to be underway in 2018*).
 - Clackamas County transportation planning for the former **Damascus area** (*beginning on January 2018*).
 - Clackamas County transportation planning for the area between 190th Ave and 222nd Ave.

- Columbia to Clackamas (“C to C”) Corridor—an effort by various jurisdictions (City of Gresham, City of Happy Valley, Multnomah County, and Clackamas County) to consider a regional connection between Hwy 212 at the Clackamas River to I-84.
- **The outcome of this planning process** will be an amendment to the Pleasant Valley TSP, in order to incorporate the final recommendations.

PUBLIC INTEREST QUESTIONS

Initial stakeholder interviews revealed a number of questions that the public will likely want answers to through the analysis of transportation alternatives. The analysis of the alternatives should include:

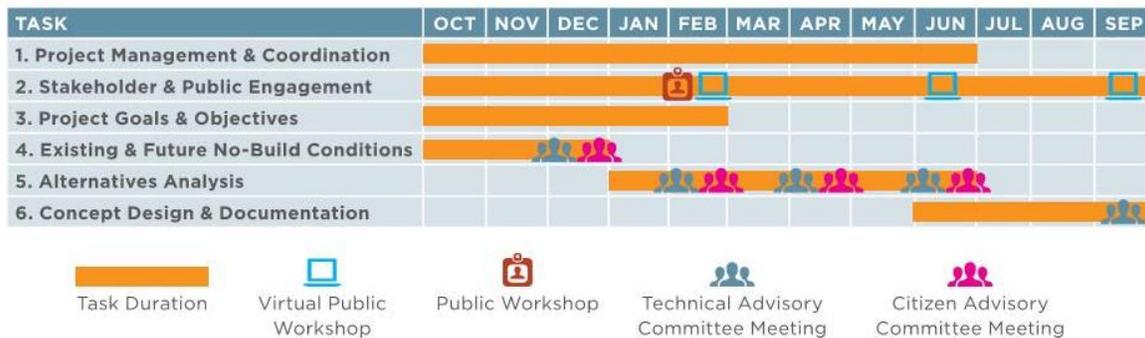
- **Projected cost** of the 174th Extension and other planned roads, and which jurisdictions or funding sources might pay for them. Include description of whether SDCs will increase to help fund the road.
- **Assessment of community impacts:**
 - Clarity on where the 174th Extension is shown in plans, and what properties could be impacted.
 - Outline of plan for purchasing and/or condemning properties, especially properties in the McKinley Estates development.
 - How will the various proposed and planned roads impact farmland?
 - Will building the new roads create more travel trips? How many more travel trips are expected?
 - How will the project affect public health, especially when it comes to biking, walking, safety, and improved access to natural areas?
 - Can the project provide increased access to Jenne Butte and the Springwater Corridor?
- **Assessment of environmental and topographical concerns:**
 - Explanation of how the 174th Extension will overcome topographical challenges (i.e., how the road can be built on a steep hillside).
 - Building on and around Jenne Butte: Will the road be built on any Metro-owned property? Are there watershed or environmental impacts to building on/near the butte?
 - Is there a possibility to include Jenne Butte restoration or protection as part of the project?
 - Can the project include private and public fish friendly culverts to promote safe fish passage, (particularly on roads that cross Kelly Creek and SE Jenne Rd Creek)?
- **Implications of building the 174th Extension:**
 - If the 174th Extension is built, how will Gresham discourage trips on Jenne Rd.? There is community perception that SE Jenne Rd. should not be the travel road of choice—since it is in the Johnson Creek flood plain and has many safety issues, such as a narrow, winding road.
 - If the 174th Extension is built, will this also require improvements to the existing part of 174th Ave from Springwater Trail to SE Powell Blvd.? What will these improvements be?
 - What is the effect of putting more traffic onto Powell Blvd. by building the 174th Extension? How will the possible increased congestion be addressed?
 - Where on Jenne Rd will the 174th Extension connect to?
 - What is the anticipated congestion relief from the 172nd/190th Connector project ? Will this reduce the need for the 174th Extension?

- What is the intended **road classification** of the 174th Extension and other proposed roads?

PROJECT TIMELINE

The planning process kicked off in October 2017 with staff and is expected to be complete in September 2018. The process will include four key technical milestones/tasks, each to include meetings with the public and a Community Advisory Committee and Technical Advisory Committee. Public hearings of the Planning Commission and City Council will take place in October through December of 2018.

- Task 1: Develop goals and objectives to guide the project
- Task 2: Analyze existing conditions and projections for future planned conditions
- Task 3: Select and evaluate alternatives to address congestion in the study area; select preferred alternative based on evaluation outcomes
- Task 4: Develop a conceptual design, cost estimate and implementation strategy for the preferred alternative



PUBLIC INVOLVEMENT SCHEDULE OVERVIEW

Below is the anticipated schedule of key meetings and public involvement activities.

Date	Type of Meeting	Meeting Details
December 2016/January 2017	TAC and CAC Meetings	TAC #1 and CAC #1 Review project background. Review draft goals and objectives for the project, and analysis of existing and future planned conditions.
Early February	TAC and CAC Meetings	TAC #2 and CAC #2 Evaluation criteria, environmental baseline, basemap, and generate initial alternatives.
Early February	Council Briefing	Gresham City Council Briefing #1 Present project background, draft goals and objectives, and analysis of existing and future no-build conditions.

Mid-February	Virtual & Public Workshop	Public and Virtual Public Workshop #1 Present background, gather input on initial alternatives.
Spring 2018	Planning Commission Briefing	Planning Commission Briefing #1 Present project background, draft goals and objectives, and analysis of existing and future no-build conditions.
Early April	TAC and CAC Meetings	TAC #3 and CAC #3 Present review of alternatives and select 3 alternatives for advancement.
Late May/Early June	TAC and CAC Meetings	TAC #4 and CAC #4 Review evaluation of 3 alternatives and select preferred alternative.
Mid-June	Council Briefing	Gresham City Council Briefing #2 Review evaluation of 3 alternatives and technical and community input into the preferred alternative.
Late June	Public Workshop	Virtual Public Workshop #2 Review evaluation of 3 alternatives and select preferred alternative
Early September	TAC Meeting	TAC #5 Present conceptual design, cost estimate and implementation strategy
Early September	Public Workshop	Virtual Public Workshop #3 Present conceptual design, cost estimate and implementation strategy
Fall 2018	Planning Commission Briefing	Planning Commission Briefing #2 Present conceptual design, cost estimate and implementation strategy prior to adoption process
Fall 2018	Council Briefing	Gresham City Council Briefing and Adoption Present conceptual design, cost estimate and implementation strategy. Begin adoption process.

PUBLIC INVOLVEMENT TOOLS

The project advisory committees discussed earlier in this Plan will serve as the primary tools for collaboration and consensus building on the project. Below is a list of stakeholder engagement and informational tools and activities that will be used throughout the project to engage and inform a broader public audience.

Stakeholder Interviews (Oct-Nov 2017): Conduct 10 stakeholder interviews with agency staff, elected officials, neighborhood leaders and other interests to support and inform the Pleasant Valley Transportation System Plan (TSP)

Refinement project. Input will also help in forming the Community Advisory Committee and developing the draft public engagement plan.

Public Involvement Plan (*This document*): Consultant will develop a Public Involvement Plan that defines the public outreach activities and public involvement goals and objectives. The plan is meant to be a flexible guide for public and stakeholder engagement, and the team may deviate from the plan as needed to improve public involvement and communications.

Stakeholder database (*Ongoing*): The City will develop a database that includes potentially impacted parties in the project area, interested parties, and meeting attendees. The database will be updated after public events and will track those individuals and groups who express interest in the project. The database will be used for notification of the online workshops, public meetings, project news, and outreach materials.

Comment collection, analysis and responses (*Ongoing*): The City will log and analyze public comments and coordinate responses to comments and share with the Project Team. The log will include comments from all sources, including emails, phone calls, web form submissions, and comments made during presentations and briefings with stakeholders. Specific to the public workshop and virtual public workshops, Consultant will provide the City with a log of comments received online to add to the overall project comment log.

Email Blasts (*Ongoing*): The City will distribute email announcements to interested parties included in the stakeholder database to provide project updates and notification of meetings and the virtual public meetings. It is anticipated that emails will be sent for the following:

- Project kick-off and announcement of CAC #1 (early January 2017)
- One or two weeks prior to each CAC meeting, with an announcement of the CAC meeting and any project milestones that have been completed. The emails will include links to any documents or studies available on the project website.
- Two weeks prior to each public meeting/virtual public meeting: with an invitation to participate in the public meeting and request to spread the word with their neighbors, family, and community groups.
- On the day of each public meeting/virtual public meeting: With a final notice of the public meeting and link to the virtual public meeting.

Project Website (*Ongoing*): Consultant will develop a project website to include project information, schedule, upcoming meeting dates, project materials completed to date, future opportunities to provide input, and opportunities to comment to the Project Team.

Project Outreach Materials (*Ongoing*): At each key project milestone, Consultant will produce project informational materials, such as factsheets. It is anticipated that fact sheets or similar project information materials will be developed for the following topics or project milestones:

- Pleasant Valley TSP Refinement overview (November 2017)
- Project Goals & Objectives (January 2017)

- Three Alternatives for Review (April 2017)
- Overview of the evaluation of the three alternatives (June 2017)
- Overview of the selected preferred alternative and conceptual design (September 2017)

News Releases (*Ongoing*): The City will identify opportunities to keep the project in the news by producing media releases. Releases will be sent prior to public meetings, virtual public workshops, and at key milestones.

Community Advisory Committee (*Ongoing*): The CAC will validate base conditions, help define the project goals and objectives, help develop alternatives, review the evaluation, and confirm the selection of a preferred alternative and the implementation plan. Four CAC meetings are anticipated.

Technical Advisory Committee (*Ongoing*): The TAC will help review information and provide feedback at each project milestone. Five TAC meetings are anticipated.

Public Workshop (*Mid-February*): The team will hold one in-person public workshop at the onset of the project to present project background, draft goals and objectives, and analysis of existing and future no-build conditions. The workshop will be held at a location that is easily accessible to the community, such as the Pleasant Valley Elementary School.

Virtual Public Workshops: Consultant will develop and manage three virtual public workshops. The first workshop will coincide with the in-person public workshop. The workshops will provide an opportunity to gather input from members of the community that would not normally attend a public meeting. The workshops will provide people the opportunity to participate over an approximately two-week timeframe.

Council Briefings: The City will provide briefings to Gresham City Council at key milestones.

Notification of Public Workshops and Virtual Workshops: The City will notify the public about public commenting opportunities. Outreach and notification should occur approximately one month prior to each workshop, in order to guarantee inclusion in various media and outreach sources. The City of Gresham will use a variety of methods to invite the public to participate, such as:

- **Email to interested parties list** (two weeks prior to each workshop, and on the day that virtual workshops go live)
- Postings to the **NextDoor** social media site (Southwest Gresham NextDoor includes Pleasant Valley residents)
- **Post flyers** at locations where community members gather, such as the Grange, Pleasant Valley Market, Pleasant Valley Elementary School, Butler Creek Elementary, and Space Age Gas Station.
- **Outreach to the schools**: include meeting notification in local school newsletters and outreach sources (i.e., PTA emails, school newsletters, PeachJar, etc.)
- **Partnership with local groups**: Work with local organizations and groups to encourage them to promote outreach opportunities through their email blasts, newsletters, online calendars, or social media platforms.
- **Facebook notification**: Notification on the City of Gresham Facebook page and pages of key partners.

- **Facebook advertising:** For each virtual workshop, develop a Facebook ad promoting the outreach opportunity. The Facebook ad will run for the duration of the workshop and be targeted to residents in the Pleasant Valley, Gresham, Happy Valley, and Damascus areas (zip codes: 97236, 97233, 97080, 97030, 97086, 97089, 97015).
- **Press releases** prior to each public outreach event.
- **News articles or op-ed pieces to be featured in the Clackamas Review and the Gresham Outlook.**

Informational Tabling: At the start of each virtual public workshop, the City will host information booths at community events such as farmers' markets, and seasonal festivals to provide one-on-one opportunities to talk about the project and get feedback from the general public and promote the online event. As appropriate, tabling opportunities may include I-pads or paper surveys to allow residents to participate in the workshop on-site. Informational tabling could take place at:

- Gresham Farmers Market
- Fred Meyer (17005 SE Sunnyside Rd)
- Pleasant Valley Elementary School (inquire about community events at this location)

Presentations to Community Groups and Organizations: The City will meet with interest groups such as neighborhood and business groups, service providers, multicultural interests, schools and student groups and others, to discuss the project and collect input. This could include meetings with:

- Gresham Pleasant Valley Neighborhood Association (scheduled for Dec 12)
- Portland Pleasant Valley Neighborhood Association
- East County Caring Community (monthly forum in Gresham that presents a different topic each month)
- East Multnomah County Transportation Committee
- Johnson Creek Watershed Council board meetings or land use committee meetings